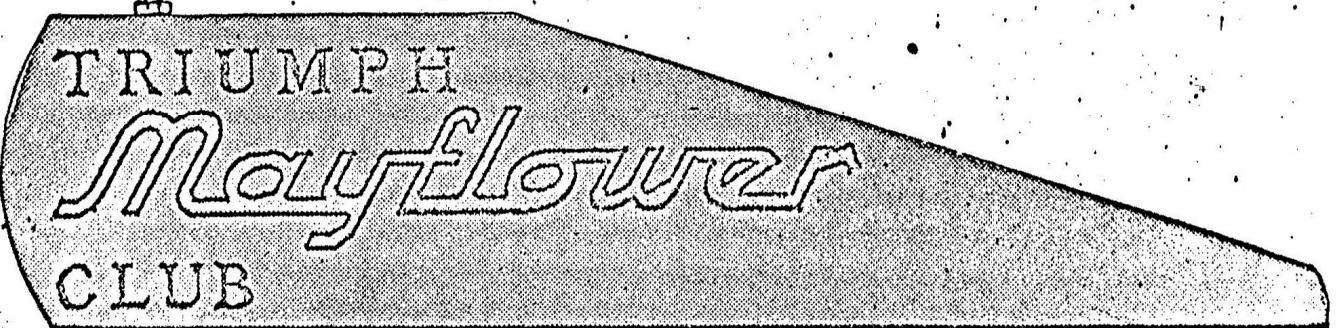
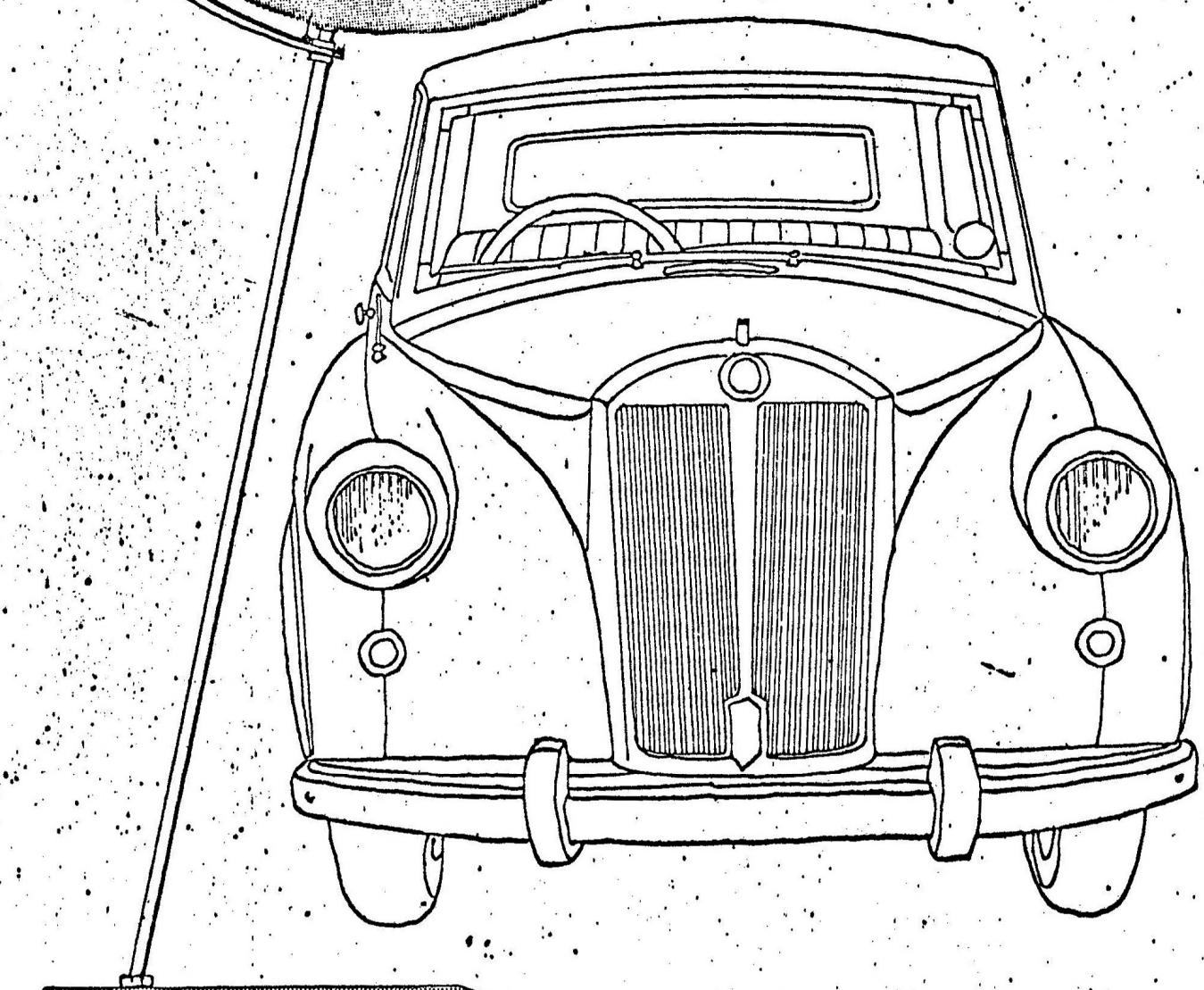
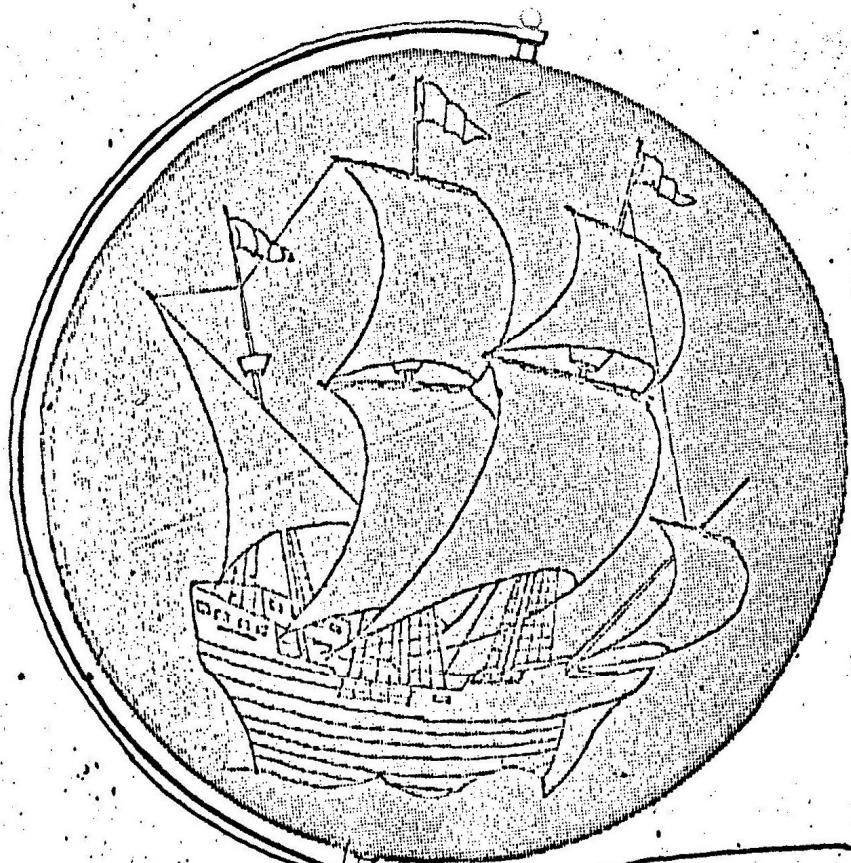


251528

FRONT HUBS



**This page is intentionally
blank**

'FLOWER POWER'
Newsletter of the Triumph Mayflower Club
Issue No.4 September 1975

----- 000 -----

Chairman.....Derek Goodyear,22 Hayes Close,Bristol BS2 0AG
Vice Chairman.Terry Mills,33 Woodside Road,Kingswood,Bristol.
Hon.Sec.....Eileen Mills (Mrs) " " " "
Hon.Rally Sec.Reg Varney,32 Mackie Road,Filton,Bristol.BS12 7NA
Spares Sec....Terry Mills (As above)
Treasurer.....Derek Goodyear (As above)
Social Sec....Ted Berry,13,The Greenway,Fishponds,Bristol.
Newsletter Editor..Roy Bussell,'Pinnocks',New Road,Tadley,Basingstoke,Hants.
Renown Sect.Sec... Roy Bussell (As above)

----- 0 -----

Stop Press.

Regret that due to matters outside our control the cartoon referred to in the editorial has had to be held over.

AGM. If you are coming please drop a postcard to Roy Bussell at 'Pinnocks' New Road,Tadley,Basingstoke,Hants. so that we can give some idea of the numbers for tea. Do come, a quorum may have to be however many turn up!

Editor's Piece.

Herewith our second effort which we hope you like. We are still not receiving contributions other than 'official business' except for the cartoon all the way from the U.S.of A. and the interchangeable parts from Mr.Davies. There must be someone in UK with a funny story, a point of technical interest or an artistic hand!

With this issue you will be receiving gratis a copy of 'The Vintage Triumph', magazine of the American Vintage Triumph Register. The Register is prepared to send them regularly, but subsequent copies will have to be paid for. This is a subject likely to be brought up at the A.C.M. It is a grand magazine and we wish we could match the standard of production but boggars cannot be choosers, unless you want to put the subs.up. The Editorial on page 3 gives food for thought. Perhaps we should send a copy to Britsh Leyland.

Sorry to inflict another tale of the joys of motoring as they happen to Robin and me. To avoid this in future let me have some of your own experiences- such things cant happen only to us.

R.B.B.

Hon.Secs.Corner.

Correspondence-as we are all only too aware, postage charges are exceedingly painful and soon to get even more rediculous. It will be helpful all round if members could enclose an SAE when writing to any Club officer.

Subscriptions-at present (although at the AGM some new formula may be adopted) subs are good for a year from the date of payment, Subs are now DUE from members with membership cards Nos. 1 to 12.

Car Badges-a new batch is expected shortly. The price in UK is £2.15 including p&p. Price to overseas members will be similar converted by the exchange rate appropiate at the time plus actual postage plus bankers cheque changing charge. Please write for a quotation. For those of you who have not seen one, the badge is a very tasteful insignia 3" square by 3/8"thick. The motif is a golden Mayflower on a sea of dark blue with a pale blue sky, all on a very regal maroon background and surmounted with 'Triumph Mayflower Club' in thin gold letters. All this is faced with thick clear plastic and surrounded with a bevelled chromium edgeing. Manufactured for us by 'Renamel' of London it is easy to mount on the radiator grill or can be fitted to a badge bar. No 'Flower' is complete without one and already a few are proudly displayed in Australia and the States. Send your remittance to the Hon Sec who will be pleased to forward yours to you.

List of Members - a list of members is appended (a few recent joinings may be omitted). We hope that members in proximity will get in touch with one another. There may well be scope for the formation of some Regional Sections- anyone care to take the iniative?

Mr.Roy Clarke - it is with sincere regret that we have to record the passing of one of our members, Roy Clarke, who died suddenly on 30th July, having just moved to a new address. Our deepest sympathy goes to his family.

E.M.

Rally Secs. Notice Board.

Beaulieu Rally.

As those of you who registered will know by now, we had to cancel our rally at Beaulieu due to lack of response from members. Can you imagine 12 Mayflowers in a field that will take up to 300 vehicles?

The committee felt that with so few cars available, it would be better to cancel than make fools of ourselves, especially as we had such good reports of our Dodington Rally. It is understandable that some members would be on holiday but please remember that this is your club and you all have a say in the running of it. While on the subject we are asking for your support in choosing the venue for our 2nd National Rally-we have had Beaulieu suggested and of course Dodington-if you have any ideas please let us know and we will put it to the club at a future meeting. If we get the support of you all-the members-this club can go from strength to strength. Please write to me with your suggestions for the next rally and for future meetings or functions before November 1st.(this year!)

R.K.V.

Fixtures.

28th.Sept. An impromptu 'pint & pow-wow' is to be held at Thame in Oxfordshire. It is suggested that those of you who feel like an outing should congregate about 11.30 am. in the Market Place, which we are told on good authority boasts no less than 5 hostelries. A contingent is expected from Bristol, so how about it you Midlanders & Easterners?

19th.October. AGM AGM AGM The Club's 1st Annual General Meeting is to be held in Burford, a few miles west of Oxford on the A40. Details of time and place are given later in this Newsletter. It is important that as many members as possible attend. Burford is a pleasant and picturesque Cotswold townlet well endowed with olde worlde hotels and pubs. Why not make a weekend of it, the hotels should be pleased to see you out of season.

Renown Section.

The proposed 'Razoredge Owners Club' referred to in the last issue has now been officially formed and is to do for Renowns, 1800's and 2000's what we do for 'Mayflowers'. At their inaugural meeting I gave an understanding on your behalf that we would not 'push' our section to the detriment of the new club and in return would not expect them 'push' the Mayflower. Indeed we all hope that the two clubs can work together in harmony and that many of our members might in fact belong to both clubs.

Pending the outcome of the above I had taken no action to further the Renown cause within our Club but there is of course no reason why we should not have an Active Section. I understand that one of our members owning both a 'Flower' and a Renown has however been quite busy in this direction and I have suggested to the Committee that he is the man for Section Sec. If he agrees to take the job on in time we'll let you know who in the Stop Press, although formally this will presumably need confirmation at the AGM.

Incidentally the Hon.Sec. of the Razoredge Owners Club is Mr.S.J Langton of 25 Mawbys Lane, Appleby Magna, Burton on Trent, Staffs DE12 7AA. I'm sure we all wish the new club all success and I look forward to our first joint rally.

R.B.B.

First Annual General Meeting.

Conceived originally as a small local club a little over a year ago what we have come to know as The Mayflower Club has never had a formal constitution or AGM. Your Committee feels that this should now be remedied and Chairman Derek Goodyear invites all members to attend this, our first AGM.

Although most AGM's are fairly formal affairs with the agenda and papers issued several weeks before the event and no business ^{to be} raised from the floor, ours as it is the first and at fairly short notice will allow fair latitude. Never the less your Committee would like notification in writing not later than 10th Oct of any matters to be raised, so that if time permits after the very formal processes they can be dealt with in orderly fashion. A period will be set aside after the formal part of the meeting for a general discussion from the floor for the new Committee to obtain more 'feel' for the wishes of the membership. Do please try to attend, whatever the number present will of necessity have to be treated as a quorum. So if you want to have your say-be there!

To save postage we produce here a basic agenda and such details of the proposed Constitution as are necessary for Committee nominations for elections of Officers. Copies of the Draft Constitution will be circulated, with any other papers, on the day.

First Annual General Meeting of the Triumph Mayflower Club at the Royal Oak, Witney Street, Burford, Oxfordshire on Sunday, 19th October 1975 at 2.30 pm.

Provisional Agenda.

1. Apologies for absence.
2. Chairmans address.
3. Secretary's report.
4. Rally Sec's report.
5. Treasurers report.
6. Adoption of Constitution.
7. Election of Officers and ordinary Committee members.
8. a,b,c etc. Any Other Business (notification of matters to be raised to Hon Sec not later than 10th Oct in writing please).

Break for tea.

Informal general discussion.

Election of Officers and Committee.

All existing officers offer themselves for re-election and the old committee exercises its prerogative in nominating for the newly proposed form of committee names as in the following schedule.

1. Chairman	Committee Nomination	Derek Goodyear
2. Vice Chairman	"	Terry Mills.
3. Hon.Sec.	"	Eileen Mills.
4. Rally Sec.	"	Reg Varrey.
5. Treasurer.	"	Ted Berry.
6. Ordinary Member No.1.	"	Malcolm Bath.
7. Ordinary Member No.2.	"	Robin Bussell.

If any member wishes to nominate an alternative to any of those above he may do so, in writing with seconder, to the Hon Sec not later than 10th Oct. The nominee must have agreed to stand. It is of course possible that the AGM will

will/

alter the format of the committee and officers in which case extra nominations may have to be taken from the floor.

It will also be necessary to elect two Auditors, for which nominations will be sought from the floor.

It is proposed that the following appointments be made by the committee itself those appointed becoming full members of the committee. The appointee may of course already be an elected member.

Spares Sec.	Present appointee.	Terry Mills (prepared to continue)
Social Sec.	" "	Ted Berry (ret. if elect. Treasurer in which case job becomes vacant.)
Newsletter Editor.	" "	Roy Bussell (prepared to continue)

It is suggested that the Renown Section Sec. should be elected by the members of the Section and also become a member of the committee if not already a member. At present Roy Bussell holds the job but would prefer to stand down and concentrate on the Newsletter, he will continue at low key if no other takers-volunteers?

--- o ---

The Venue....

The Royal Oak is just off the High Street in Witney Street in the middle of Burford. Burford is on the A 40. a few miles West of Oxford. At the big round-about on the A 40 by the Cotswold Gateway Hotel turn North into High Street and halfway down the hill turn right into Witney Street. The Royal Oak is a few yards along on the right-car park behind (mine host says there is plenty of room if you park prettily). From Northwards approach either on the A361 from Chipping Norton or the A424 from Stow on the Wold-cross over the River Windrush and halfway up the hill turn left into Witney Street.

As a matter of interest, the Cotswold Wild Life Park is only 3 miles away on the Lechlade Road southwards. It is open from 10 am. until 7 pm. or dusk and has picnic areas, pony and donkey rides, an adventure playground and restaurant as well as an assortment of wild animals in near natural surroundings (or so the brochure says).

Hotels and Pubs offering accomodation in Burford, should you wish to make a weekend of it are:-

Cotswold Gateway.	Bay Tree Hotel (tel 3137)
Royal Oak (tel 3278)	White Horse Inn (Tel 2150)
The Lamb (tel 3155)	The Bull
and several others.	

--- o ---

Opening Time is 7 pm. Do you think we can spin it out until then?

I think we should become afiliated to the Campaign for Real Ale. Have you noticed the number of Houses which now sport a couple of pumps and pull a proper pint - not all gassy. This can only be described as PROGRESS. Forward with the peasants! Topers Unite! Even if it does mean putting the clock back 20 years! (Ed.)

Cars for Sale.

Once again we have quite a few notifications of cars for sale, so only very brief details are presented here. Some of the letters go back quite a while, so the car may not be still available.

--- O ---

Vandalised 'Flower' for spares or restoration. Offers to John L. Herbert, 199 Cotton End Road, Wilstead, Beds. MK45 3DP

2 'Flowers', 1 runner needing attention, other for spares. H.E Griffiths, 1220 Eastern Avenue., Newbury Pk., Ilford, Essex.

1952 Mayflower, 31000 miles, resprayed biscuit colour, prepared to respray original blue, tools not been used, around £475. John N. Anelay, Lauriston, 326, Preston Old Rd., Fenisclyffe, Blackburn, Lancs.

Black Mayflower, maroon trim, £100. Derek Sadler, Paulfreemans, East Mersea, Colchester, Essex CO5 8UE.

1953 'Flower', 7000 miles +, Original tools and logbook, around £200. Leslie J. Beamerd (?), Maybury, 15 Hollies Drive, Bayston Hill, Shrewsbury, Salop.

2 'Flowers', 1953. 1 rebuilt engine but needs attention, other non-runner but complete. Pair £200. T. Green, Green Oaks, Brewood, Stafford. Tel. Brewood 850361 or 850142.

1953 Mayflower, engine rebuilt 2 years ago, resprayed and rechromed, (from photo's looks fabulous - Ed.) S. Birkinshaw, 100 Chaddesden Pk. Road., Chaddesden, Derby DE2 6HG. Tel Derby 674421-Offers?

1953 'Flower' generally good, some spares, Cherry Red. £125. or reasonable offer. R.A. Barrett, 5, Kinpines Lane, St. James, Shaftesbury, Dorset.

Mayflower complete but unroadworthy plus some spares. Contact C.J. Perry, 104, Bailey Bridge Rd., Braintree, Essex.

1952 'Flower' LEW 153 Black. Many spares inc. engine, gearbox, b/a, wheels and tyres etc. J.A. Twitchett, 6, Hickford Hill, Belchamp St. Paul, Sudbury, Suffolk.

2 'Flowers', 1 runner (non MOT) other spares. £50 the pair. W.J.F. Durrant, Peace Cottage, Stoke Hill, Stoke St. Mary, Taunton, Somerset.

1952 Standard Vanguard, needs renovation. Many spares inc engine, gearbox with overdrive (fits Renown). L.C.E. Davis, 75 Ferndale Rd., Church Crookham, Aldershot, Hants.

--- O ---

SPARES DEPT. SPARES DEPT. SPARES DEPT. SPARES DEPT. SPARES DEPT.

Member E.S. Davies of Abergele lists the following alternatives, for which we are most grateful.

Parts interchangeable with Mayflower.

Brake Shoes..... Hillman Minx '58-'62

Master Cyl repair kit..... Morris 1000 (same for Renown. Ed.)

Slave Cyl " " " " (not this, though, Ed.).

Brake Hose..... Standard Pennant.

Rear Shocker..... Humber Sceptre.

Clutch Thrust Bearing... Hillman Minx.

Hub Bearing..... " " "

Tailpiece..... Ford Popular.

Fanbelts..... Try a refrigeration engineer!

Spares Sec. reminds members that a WORKSHOP MANUAL is available on loan on payment of a deposit (returnable) of £3 plus £1 p & p, borrower responsible for return postage. Write with remittance to Terry Mills.

Front suspension- some Mayflowers in the Bristol area are failing MOT on the rubber bushes. These can still be obtained from some large Triumph dealers.

Renown Brake Shoes - when trying to duff up my Renown brakes it struck me that the shoes looked familiar. A rummage in the 'stores' (that's not what my wife calls it!) brought to light some discarded but still serviceable shoes from the back end of a '65 Singer Vogue--- identical! Probably Super Minx the same(Ed).

Specialized Component Manufacturers. We have heard from SCM of 32, Brookmans Av., Brookmans Pk., Herts. AL9 7QJ who can make parts no longer available or refurbish originals. They also undertake chrome plating, resilvering, sheet metal work, machining, metal finishing, engraving and casting. Tel Potters Bar 42088.

Zenith Carburetter Co.Ltd. Honeypot Lane, Stanmore, Middx advised Mr. Manning of U.S.A. that the original Mayflower carb is no longer made but the company still has a stock of replacement units (at £16.25) and gasket sets (at 50p). Total inc, p & p...£19.00.

'Thoroughbred & Classic Cars' inform us that in the next two issues they will be giving free in two parts a Directory of Specialist Firms and Services of great interest to those concerned with cars from Vintage to the early '60s. Extra copies will be available at 60p.

Spares for Sale and Wanted.

Mr. A. Taws of 26, Highfield Gardens, Aldershot Hants offers -

Engine less head, good bores but several studs sheared in holes-£5
2 gearboxes-£5. each.

Back axle less brakes-£5

Prop. Shaft, newish-u/j's-£2

Starter & dynamo-£1 each

He wants a radiator, drivers door, rear springs.

Dont forget to contact Terry Mills if you need spares or have a surplus. It is all part of the service!

Robin Does It Again! Another wee tale in the saga of some everyday motorists.

Further to our tale of towing in the last issue, Robin has again had his old Dad out on an errand of mercy..... or a fools errand... or a mug's game or something. This time, 7pm.odd, Rob's voice on the telephone (he has been on a weeks camping tour) I was driving down this main street when the 'Flower gave this magnificent series of backfires and expired-- I cant figure what is wrong.... can you help?

Dad (weakly)-O.K. Where are you.

Rob (hopefully)-200 yards from West Croydon Station and can you bring a spare starter motor and better chuck in a rope.

Dad (resignedly)- O.K , see you in 1½ hours or so.

Dad-Mother, may I borrow the Herald, Rob is in trouble?

Mother-Yes, I suppose so-why do you always use my car when towing is involved? Some 2½ hours later (have you ever tried to find West Croydon in the dark in August Bank Holiday traffic on its way home with no navigator?) I executed a U turn to pull up in front of the 'Flower. Rob already had the defunct starter off and within 10 minutes (while Dad sought refreshment from the rigours of the journey) had the replacement on. The engine could now be rotated but not a sign if firing could we get. We checked jets, we checked for spark-all O K. All our instincts screamed 'TIMING' but everything seemed alright.

continued on page.9.

MEMBERS NAMES & ADDRESSES.

OVERSEAS NAMES & ADDRESSES.

----- O -----
Robin does It Again! continued from page 7.

The valves went up and down (we looked in No.1 plughole), the rotor arm went round and seemed to be in the right place at the right time (wish I'd brought a Timing Light). Still no life so we check it all again--- and quite by chance I twiddled the Rotor Arm and IT ROTATED FREELY IN MY HAND. (Short interlude for prayer--fault is above the head, not below.) 5 mins later distributor off---pin securing D drive is sheared--- prayer answered. Next prayer, pin bits will drive out with whatever we have to poke with. Sitting in the doorway of a well lit clothes shop surrounded by dismantled distributor and two toolkits Rob set to work. Passers by didn't seem to think it at all odd. The bits came out easily. Rob had a split cottar as replacement, I had hacksaw blade and file to trim the ends---reasonable fit---reassemble. Still no life and careful recheck of timing reveals that the thing must have been sheared and jammed for years...90 degrees wrong! So we juggled the plug and at 11 pm., presto!... running sweetly. Home via South Circular and M.4 with coffee at the Service Centre, in bed around 2.10 am. Next day in office a complete Write off!

Moral... either check your 'D' drive pin or always carry spanners, punches, hammer, selection of bits of wire and split cottars, hacksaw, file, timing light, torches, pep pills and distress rockets and arrange to break down by a brightly lit shop window.

P.S. The shop lights switched off as we put the tools away--- our guardian angel was with us that night!

But he made up work for it!

R.B.B.

**This page is intentionally
blank**